

ABSTRACT OF THE DISCLOSURE

Method of controlling the vehicle handling of vehicles having a controllable longitudinal clutch and/or a controllable main-axle lateral lock in the case of all-wheel systems and a controllable lateral lock in the case of vehicles with a single-axle operation wherein at least the driving speed (v), the lateral acceleration (a_q) and the actual steering angle ($LW(act)$) are detected. From the filed characteristic diagram, which extends along the driving speed (v) and the lateral acceleration (a_q), the pertaining steering angle ($LW(KF)$) is determined for the respective driving speed (v) and the lateral acceleration (a_q) and is then compared with the actual steering angle ($LW(act)$). If the two steering angles deviate from one another by at least a definable amount, the lateral acceleration is adapted by changing the locking torque for a stable vehicle handling.